



EDELBROCK ADJUSTABLE PANHARD ROD for 2005-2008 Ford Mustang Catalog #5220 INSTALLATION INSTRUCTIONS

Please study these instructions carefully before installing your new Panhard Rod. If you have any questions or problems, please contact our **Technical Hotline at: 1-800-416-8628**, 7:00 am to 5:00 pm, Monday through Friday, Pacific Standard Time or e-mail us at **Edelbrock@Edelbrock.com**.

Application: Designed for 2005-2008 Ford Mustang to re-center the rear axle after changing the ride height.

Suggested Tools for Installation:

- ☐ Jack and proper load rated jackstands
- ☐ 18mm and 21mm combination wrenches
- ☐ 18mm and 21mm 1/2" drive sockets and ratchets
- ☐ Large screw driver

Kit Contents

<u>Qty.</u>	<u>Part #</u>	<u>Description</u>
<input type="checkbox"/> 1	25-4079	Panhard Rod Assembly
<input type="checkbox"/> 1	40-5032	Tube Teflon Grease

IMPORTANT NOTE:

Proper installation is the responsibility of the installer. Improper installation will void warranty and may result in poor performance and engine or vehicle damage.

INSTALLATION INSTRUCTIONS

1. Raise vehicle and support with jackstands on a stable surface.
Note: Vehicle must be supported with vehicle's normal weight on rear axle.
2. Remove bolts at each end of the stock panhard rod and remove stock panhard rod. Inspect hardware, and replace, if needed.
3. Clean hardware and panhard rod mounting brackets, as needed.
4. Using supplied teflon grease coat the sides of the polyurethane bushings.
5. Install the Edelbrock panhard rod using the stock hardware. Use one drop of blue locktite on clean bolt threads and torque to 50 ft.lbs.
Note: Your new adjustable panhard rod is to be installed with the adjuster sleeve on the driver's side of the vehicle.
6. Edelbrock panhard rod are greased during assembly, but it is a good idea to grease the bushings after installation and during normal service.
7. Your new adjustable panhard rod comes adjusted to stock length. To adjust, simply loosen the two jam nuts and turn the adjuster sleeve until the rear-end is centered. To check, measure from the tire sidewall to the fender lip. Both sides should be the same.

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